

SALT REDUCTION WORK SESSION

- Minutes -

Monday, August 23, 2010

2:00 to 4:00 pm

**Derry Municipal Center,
14 Manning Street
Derry, N.H.**

ATTENDEES:

Janusz Czyzowski,	DPW Town of Londonderry
John Trottier,	DPW Town of Londonderry
Craig Durrett,	Town of Derry
Dave Wholly,	DPW Town of Salem
Rick Russell,	DPW Town of Salem
Craig Durrett,	Town of Derry
Alan Cote,	Town of Derry
Michael Oleson,	Town of Chester
Erin McCracken,	N.H. DES
Barabara McMillan,	N.H. DES
Eric Williams,	N.H. DES
Paul Currier,	N.H. DES
Mark Hemmerlein,	N.H. DOT
Carl DeLoi,	EPA
Douglas Heath,	EPA
Pat Santoso,	UNH T2 Center
Bill Arcieri,	VHB
Julie LaBranche,	Rockingham Planning Commission
Steve Whitman,	Jeffrey H. Taylor & Assoc.

Introductions

Steve Whitman of Jeffrey H. Taylor and Associates welcomed everyone, and led the participants through introductions and a review of the agenda. Whitman then introduced Pat Santoso of the T2 Center to introduce the guests.

Workshop on Municipal Liability and Salt Accounting

Santoso introduced Carl Quiram of Goffstown, and Paul Sanderson of the Local Government Center was not in attendance. Quiram provided some background on Goffstown's Salt reduction efforts. Media coverage of the salt reduction efforts along I-93 helped get the drivers on board, but budgeting was the biggest reason for working on salt reductions. The Goffstown Board of Selectmen has always prided itself with winter maintenance, but lots of salt has been used to do this. Increases in salt prices helped to get their attention so the Town started to track salt use.

When the Public Works Department moved to a new facility that had a scale house they began to weigh trucks. Quiram stressed that the drivers must be on board for this to work. As the results of the salt tracking were posted the drivers realized that more salt did not mean better treatment. A touch screen was even added so that drivers could weigh their trucks during evening shifts when the scale house was not open, and enter their route information. Quiram provided a sample report to those in attendance.

Alan Cote asked if Goffstown has had problems with ground speed control spreaders. Quiram explained that they have not. Goffstown is now even looking at Automated Vehicle Location (AVL) to track truck locations and application rates. Julie LaBranche asked about the routes and ranges. Quiram explained that some routes require more salt because of the rutted roadway surface, and that the Town is interested in using Brine in the future. Cote asked if there have been complaints about the level of surface using less salt, and Quiram replied that there have not been complaints. Quiram also added that two employees that used lots of salt retired.

Plans for Training Events

Pat Santoso gave an overview of the Private Sector training planned for August 24, 2010 with an instructor from Michigan. So far 67 people have registered for the event. This includes staff from Dartmouth Hitchcock, some state and municipal staff, and 45 private sector maintainers. Craig Durrett asked how outreach for this event was handled. Santoso explained that advertising outreach included word of mouth, Barbara McMillan's contacts, and emails and calls to private maintainers. Some of the folks that are unable to attend want to be notified of future training sessions. There is a high level of interest.

Santoso then explained the plan for training municipal staff. Two training events will be offered. The first will be focused on supervisors and the second will focus on operators. The session for supervisors will cover municipal liability, and how to incorporate changes that reduce road salt. The session for operators will include general liability information, but will focus mostly on the nuts and bolts of salt reduction. Santoso asked for feedback on this format, but there were no comments from those in attendance.

Craig Durrett asked if there is an update on the licensing legislation. Santoso explained that the representative sponsoring the bill will be at the private sector training. The legislation is still in a study committee. Doug Heath asked if the materials will be available online. Santoso responded that they will be posted on the T2 website.

Report on Status of Salt Reduction Plans

Steve Whitman gave a quick update on the status of the plan drafting and review process, and asked any of the communities if they would be willing to provide an update. Derry was the only community in attendance that has had a chance to receive and review the feedback from the Steering Committee. Craig Durrett suggested that many of the comments Derry received may be similar for the other communities, and that more detailed feedback might be needed for them to address the concerns of the Steering Committee.

Alan Cote explained that each storm is different and the treatment needs to be approached based on the specific conditions. Whitman suggested the Town attach their Snow and ice Policy to the Plan. Mark Hemmerlein suggested that Derry also insert a narrative explaining how winter maintenance is approached for those that are not familiar.

The next topic discussed was how to engage private lot maintainers and private lot owners. Durrett explained that Derry can make a statement on how they will engage the lot owners. This could include mailings, but outreach to maintainers might best be done regionally. Cote then added that no local regulations will be passed in Derry to require changes in winter maintenance. The State needs to take that on. Santoso asked the Steering Committee if their feedback are make or break items, or can they address them and explain their approach? Eric Williams responded that salt reduction needs to be addressed by all sectors so outreach is a start. Carl Deloi explained that many of the comments to Derry on regulation were from EPA. They are not items that are required, but they may make sense at some point. It is more important to better understand what is happening on the private lots. Cote added that they are happy to do outreach and education. Paul Currier explained that the agencies would like to know what the town will do with the monitoring data they collect. Outreach to the lot owners would be a good outcome. Erin McCracken asked if the towns would support the legislation, and all responded yes.

Julie LaBranche asked about the role of land use ordinances in salt reduction. Alan Cote responded that the economics of the situation is the issue. Janusz Czyzowski questioned the ability of land use regulations to actually make a difference.

Durrett asked how much time they should attach to these tasks. The Steering Committee members then suggested ballpark estimates. Durrett then asked about a comment suggesting that private lot maintainers report slat data to the Town. Santoso responded that T2 is still working on a salt accounting system and the applicators would report this data to T2. Whitman asked how the Steering Committee would like to handle future questions from the towns. Mark Hemmerlein suggested asking Jim Marshall, and maybe using the Steering Committee list serve.

Durrett then asked why the feedback on monitoring suggested measuring at the outfalls. This led to a long discussion about the various ways to collect data in surface waters. Derry would rather start at the main bodies of water and work upstream. Doug heath suggested that the Town use a strategy that works for them, but that they communicate it clearly in the Plan. Alan Cote asked about the comment related to experimenting with a sand/salt mix and added that sand does not work. No one from the Steering Committee countered this statement. Eric Williams then added that he would agree that sand creates other problems as well.

Report on Salt use Data since TMDLs

Paul Currier addressed the memo from Phil Trowbridge that was circulated with the meeting announcement. The two main issues are that the salt data used for the TMDLs was not the best source of data, and now we can go back to 2001 for data. Currier presented several tables from the memo to show the new information this salt data provides. Currier then summarized that this results in some changes to the allocations by watershed. There is no real interest in opening up the TMDLs to review again, but this new data may be helpful during the sector allocation discussions. Santos asked if the total amount of salt per watershed will remain the same until the sector allocation meetings take place. Currier agreed.

There was a great deal of discussion related to the changes in allocation, and how they would impact the communities. Whitman and Currier then clarified that these numbers are targets that everyone is working towards, and all we need to do is make progress on salt reduction efforts. Dave Wholley asked about the source of data on the parking lots. Currier clarified that the lot data came from the PSU study.

Report on Sector Allocations

Eric Williams gave an update on the first sector allocation meeting. This first meeting was in Windham for Dinesmore Brook and attended by T2, NHDOT, NHDES, the Town of Windham, and a private lot maintainer. NHDOT is looking for a much larger allocation in this watershed. They are currently allocated 60 toms and would like to increase that to 125 tons. There are only 126 tons in the entire watershed for all sectors.

The discussion revealed that the private roads and parking lots allocation is much larger than necessary. The Town will work with the owner of these facilities. The private roads are already treated with minimal amounts of salt. The Private roads were reduced from 25 tons to 10 tons, and the lots were by 50% to 22 tons. NHDOT will get 91 tons in this watershed.

Williams then explained that the Beaver Brook meeting has been postponed, and the other meeting has not yet been set. Santoso added that the process worked very well. There was consensus within the Working Group on these sector allocations.

Report on Implementation Plan

Erin McCracken provided an update explaining that the NHDES has been struggling with incorporating a Best Management Practices manual in the Plan. For now the Minnesota BMP manual will be included in the Appendix. This winter the sectors can experiment with the application rates and come up with rates that will be included in a NH manual. McCracken then informed the Work Group that she will be leaving NHDES when her husband is transferred.

Report on Driver behavior Change Regional Effort

Barbara McMillan reported on the process for selecting a consultant for this aspect of the project. Three consultants have been short listed and are responding to a Request for Qualifications due September 8th. The selection criteria are in place and the chosen consultant will be expected to research existing programs to learn from and barriers to behavior changes. The consultant will also be expected to design and pilot a program here in NH, and then evaluate it and report back. McMillan explained that stakeholders will be used and each community is expected to identify a participant for about 20 hours of involvement.

Alan Cote suggested involving law enforcement and the school bus companies. McCracken also suggested that Towns meet with the police each year before the winter season to discuss treatment and how problems will be addressed. Williams added that Col. Quinn from the NH Department of Safety is very focused on prevention, and is committed to helping figure out how best to avoid accidents. McMillan then added that the Towns will be expected to help implement some of the messages that are generated by this project.

The meeting adjourned at 4:20 pm.